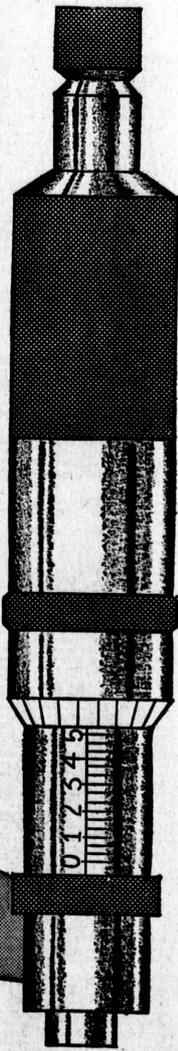


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SACRAMENTO REPORT

Smog Experts Disagree On Sources, Solutions

By CHARLES E. CHAPEL
Assemblyman, 46th District
On Dec. 8 and 9 I sat, as a member of the Assembly Committee on Transportation and Commerce, hearing testimony from experts on the sources of air pollution in Los Angeles County and adjacent areas. The majority of the expert witnesses agreed on the sources of air pollution

("smog") but disagreed about the degree to which each source contributes to the over-all smog picture. For example, Louis J. Fuller, Air Pollution Control Officer of the Los Angeles County Air Pollution Control District, said that 90 per cent of the air pollution is caused by automobiles and the remaining 10 per cent from what he called "stationary sources."

Meetings On School Bonds Set

Four area meetings to discuss the pros and cons of the forthcoming school bond election have been scheduled in early January in cooperation with PTA units at the city's four high schools.

The meetings will be held Jan. 5 at North High, Jan. 6 at South High, Jan. 10 at West High, and Jan. 12 at Torrance High.

All sessions will begin at 7:30 p.m.

Dr. J. H. Hull, superintendent of schools, and members of the Board of Education will discuss the school bonds, Mrs. Kenneth E. Watts, president of the board, explained.

The sessions are open to the public. A \$12.5 million general school bond proposal and a \$1 million bond issue for swimming pools at the four high schools will be on the ballot at the Feb. 8 election.

Professor Albert F. Bush, Department of Engineering, University of California at Los Angeles, said: "It is impossible to say precisely what percentage of air pollution is caused by automobile and what percentage is created by other factors. I have heard many people say that 70 per cent is from automobiles but nobody has ever explained to me how they arrived at such a precise figure."

THE WORLD-FAMOUS A.J. Haagen-Smit, Ph. D. and Professor, Division of Biology, California Institute of Technology, said that nitrous oxides, one of the most harmful chemicals contained in the air polluted by automobiles, is not eliminated or materially reduced by any known devices attached to automobiles, or by any systems built into engines by automobile manufacturers.

Professor Robert L. Daugherty, Mechanical Engineer and Member of the Air Pollution Hearing Board, said: "At least for the present, it can be said that the State of California is pursuing the only logical course in auto "smog" control. This is not to say that

the door is closed on any other control method. It is not so long as the method observes sound engineering and scientific principles."

MR. DAUGHETRY went on to analyze the many efforts made to reduce the amount of air pollution, as follows:

- Gasoline is composed almost entirely of hydrocarbons. Some people have advocated the removal of hydrocarbons from gasoline but if this were done, no gasoline would be left. The level of smog-forming hydrocarbons in the exhaust is changed by fuel composition only to a small degree.

- Certain combinations of the four types of hydrocarbons are needed to minimize the amount of lead required in gasoline. The lead, in turn, keeps the engine from pinging and knocking when accelerating.

- Little is gained by altering the composition of gasoline so long as the engine remains as it is now. Propane or alcohol fuels have been tried unsuccessfully as substitutes for gasoline.

- The California Vehicle Pollution Laboratory, the Los Angeles County Air Pollution Control District, and at least two independent commercial laboratories have tested many fuel additives. These are powders or liquids added to fuel, either at the petroleum refinery or after the gasoline is produced. None of the many types of additives have been

found to have any material influence at all in either reducing or increasing "smog."

Professor Daugherty also told our committee about the unfortunate experience of one of the major oil companies doing business in California. The company advertised that it was selling "clean burning, anti-smog gasoline." This sold more gasoline until the company's competitors began to complain loudly to the Air Pollution Hearing Board. Tests showed that there was very little difference between the "anti-smog" gasoline and that sold by the competing gasoline companies. The misleading advertising was soon dropped.

PROFESSOR Daugherty did not say so, but it was reasonable to conclude that the company peddling "anti-smog" gasoline had to go back to green and blue-chip stamps to meet competition.

Finally, there were other men who testified on every conceivable means of reducing "smog" from erecting large electric fans and blowing the smog away from Los Angeles through holes in mountains to using electric batteries or steam driven automobiles along our freeways and alleys. It is obvious that we have neither heard the last of smog or the last of geniuses who have novel ideas for solving this extremely complex problem of air pollution.

Colleges Lose Fight on Quarter System Switch

From Education News Service

California's State College System is being requested to accelerate its conversion to four-quarter, year-round operation by four years.

The 12-to-3 vote of the California Coordinating Council for Higher Education was a shattering defeat for State College Chancellor Glenn S. Dumke and the State College Trustee's plan to convert campuses one by one on an experimental, pilot basis.

The Council's "advice" is rated almost the same as an order that can't be ignored. Copies of its decisions go to the Governor, the Department of Finance, and the Legislative Analyst, all of whom exert authority over higher education agencies.

The Council has given the State Colleges the same deadline as the University of California—1970-71—to complete the conversion despite eloquent pleas by Dumke, Albert Ruffo, and Louis Heilbron, chairman and member respectively of the State College Trustees, and spokesmen for various faculty organizations.

THE RESOLUTION, adopted by the Council Dec. 13, requests the State Colleges to work toward adoption of the quarter system by 1967-68 and conversion to year-round operation by the academic year 1970-71.

Voting against the resolution were Dumke, Heilbron, and Ruffo.

They took particular exception to the fact that the State Colleges' schedule of conversions left half of the campuses to be converted in the last three years before the deadline. Three of these are considered "large": San Diego, 10,459 enrollment, and Sacramento, 5,027, to be converted in 1974-75; and Long Beach, 9,532 enrollment, scheduled for 1972-73. They also asked why San Jose State is not scheduled as yet.

DUMKE POINTS out that four large colleges would be converted earlier — Los Angeles, 8,395, 1967-68; San Fernando, 6,947, 1970-71; San Francisco, 10,102, 1969-70; and Cal Poly at San Luis Obispo, 6,111, 1966-67 — under the proposed State College schedule.

San Jose, with 13,994 en-

rolled, is a special case, he says, because it had been on the quarter system, switched back to the semester system, and is now asked to reconvert. Administration and faculty there have retained some doubts from the experience with the quarter system, Dumke claims.

THE STATE College members on the Council are warning that projected savings of \$105 million from year-round operation "are a complete myth," and that the proposed deadlines are only "dates on paper which mean nothing unless based on knowledge and experience."

"The proof is in the doing," Heilbron says. "The first conversion in 1967-68 will be critical and may indicate that an accelerated program is feasible."

However, Council member Warren M. Christopher, who moved the resolution points out that the Council's Jan. 28, 1964, resolution which set the conversion program in motion "was neither tentative nor subject to any pilot program."

Gray Whales Sighted

Redondo Plans 'Whale Hunts'

Great Gray Whales have been sighted off Redondo Beach, Mayor William F. Czuleger announced this week.

The whales, who make an appearance off Redondo each year about this time, will be object of special "Whale Hunts," Czuleger said.

The "Whale Hunt Cruises" will be limited to camera bugs, sightseers and nature lovers and will be conducted every Sunday at 1 p.m. Reservations may be secured by calling Redondo Sportfishing at FR 2-2111 or SP 2-2064, according to Carl L. Rogers, president of the Redondo Beach Chamber of Commerce.

THE FIRST of the whale hunts will begin at 1 p.m. today, Rogers said.

The Great Gray Whales usually make their appearance off Redondo Beach in mid-December, according to Dr. Raymond Gilmore, research curator of marine mammals for the San Diego Museum of Natural History.

The first whales were sighted just last week.

The main herd requires about six weeks to pass the Southern California coast, Dr. Gilmore explained.

CALLED THE Gray Whale because its black body is dappled with white, the whales summer in the Bering Sea. There for four months, they feed and lay down heavy layers of fat which provide fuel for the seven-month migration trip to bays and lagoons in Baja California.

The Gray Whales calve and mate in the Baja California waters during a two-month period. Often, they sun on the surface and may be approached quite close, Dr. Gilmore said.

The whales make the 12,000-to-14,000-mile round trip during a 2½ to 3 month period, traveling 60 to 80 nautical miles each day. Migrating speed for the whales is about 4 knots and the herd travels for 15 to 20 hours per day.



GETS COLOR SET . . . Robert L. Rowland (center) of Montebello checks his entry blank to make sure it's his name, following award of a color television set at Lee White Chevrolet. With Rowland are Tere Romay and Mel Wenzel, manager of the dealership, who sold Rowland his new Chevrolet.